LOCAL NOTICE TO MARINERS

U.S. Department of Transportation United States Coast Guard

MONTHLY SUPPLEMENT – JANUARY 2000

~Navigation Information Service (NIS)~
Watchstander, 24 hours a day at (703) 313-5900
~Navcen Internet Address~
"http://www.navcen uscg.mil" or *"ftp://ftp.navcen.uscg.mil"*
~Local Notice to Mariners~
"http://www.navcen.uscg.mil/lnm"

Issued by: Commander (mon)
Seventeenth Coast Guard District
PO Box 25517
Juneau, AK 99802-5517

Telephone: *(907) 463-2269 (0800-1600)*
After Hours: *(907) 463-2004 (1600-0800)*
Facsimile: *(907) 463-2273*
E-mail: *"lnm@cgalaska.uscg.mil"*

Questions, comments or additional information on this Local Notice to Mariners or the Local Notice to Mariners mailing list (additions, deletions, corrections) should be sent to the address above or by e-mail to: ***"lnm@cgalaska.uscg.mil".*** For faster service, you can get the U.S. Coast Guard 17th District's Local Notice to Mariners via the Internet directly from the U.S. Coast Guard Navigation Center web site at ***"http://www.navcen.uscg.mil/lnm"*** or to get on our electronic mailing list and receive a *Microsoft Word* copy of the Local Notice to Mariners, send requests to the standard mail address above or by e-mail.

REFERENCES: Light List, Vol. VI, Pacific Coast and Pacific Islands, 1999 Edition (COMDTPUB P16502.6).
U.S. Coast Pilot 8, Pacific Coast Alaska: Dixon Entrance to Cape Spencer, 23nd Edition.
U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 19th Edition.

BROADCAST NOTICE TO MARINERS
Navigation information previously promulgated by Broadcast Notice to Mariners 369/99 through 581/99 and still in effect is included in this notice.

USE OF THE LOCAL NOTICE TO MARINERS
The Weekly Supplemental editions contain new information available subsequent to the issue of the Monthly edition. To ensure having complete information concerning the waterways of the Seventeenth Coast Guard District, consult previous Monthly edition's dated for the first Tuesday of each month.

I SPECIAL NOTICES

DGPS User Discrepancy Report:

A. Date:
B. Reporting source:
C. Reporting source phone number (day/night):
D. Reporting source position (Lat/Long/general geographic location):
E. Date/time of event:
F. Duration of the occurrence:
G. Reporting source activity:
H. Weather conditions:
I. Bearing and range of electrical storm:
J. DGPS broadcast site in use:
K. Type of DGPS receiver used:
L. Problem DGPS receiver indicated:
M. Other receiver indications:
N. DGPS beacon signal strength observed:
O. DGPS beacon signal to noise ratio observed:
P. User DGPS receiver operates correctly with other DGPS sites: Y/N
Q. Does receiver function properly in GPS mode of operation: Y/N
R. Comments:

This information can be sent in the following ways:

Via mail to: Commanding Officer / NIS
7323 Telegraph Rd.
Alexandria, VA 22315-3998

Via message to: COGARD NAVCEN ALEXANDRIA VA/NIS
Via fax to: (703) 313-5920
Via internet e-mail to: *nisws@smtp.navcen.uscg.mil*
Or by calling the NIS watchstander at *(703) 313-5900*

LATEST EDITIONS OF NAUTICAL CHARTS AND MISCELLANEOUS MAPS
The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated October 1, 1999, published by the National Ocean Service, is available for issue. It may be obtained free from the Distribution Division, N/ACC3, National Ocean Service, 6501 Lafayette Avenue, Riverdale, MD, 20737-1199. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and prices of each.

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

I SPECIAL NOTICES (Cont)

AVAILABILITY OF A NATIONAL OCEAN SERVICE CRITICAL CHART CORRECTIONS WEB SITE
The Office of Coast Survey, National Ocean Service (NOS), NOAA, announces a new Internet service to the marine public at the following web site: http://chartmaker.ncd.noaa.gov

This service provides advance notification of critical chart corrections identified by NOS cartographers during nautical chart updating activities. Critical chart corrections are either recently identified hazards to navigation or are information regarded by NOS as essential for safe navigation, e.g. channel conditions, bridge and cable clearances, regulatory changes. Critical chart corrections posted on this web site are forwarded to the United States Coast Guard (USCG) and the National Imagery and Mapping Agency (NIMA) for inclusion in their Local Notice To Mariners (LNM) and Notice To Mariners (NM) respectively. Additionally, updates to the United States Coast Pilot, Volumes 1-9, are posted on this web site.

This web site must not be viewed as a substitute for either the USCG LNM or the NIMA NM. Aid to navigation changes and other important information published in USCG and NIMA notices are not available on this web site.

BRIDGE TO BRIDGE RADIOTELEPHONE LISTENING WATCH
VHF radio equipment used to meet the U.S. Bridge-to-Bridge Radiotelephone Act requirement for maintaining a listening watch on the vessel bridge-to-bridge navigation channel 13 (channel 67 in lower Mississippi River), must be capable of a continuous, uninterrupted watch. Any radio equipment capable of disrupting the channel 13/67 watch by a distress call on channel 16 or a distress call on the Global Maritime Distress & Safety System digital selective calling channel 70, should either not be used or have that disruption feature disabled.

ALASKA – MEDIUM FREQUENCY DIGITAL SELECTIVE CALLING
Medium Frequency (MF) Digital Selective Calling (DSC) operations at Coast Guard Group Astoria OR are temporarily discontinued while undergoing system upgrades. The following stations will continue to test MF DSC operations during this period: Honolulu HI (NMO), Kodiak AK (NOJ), Pt Reyes CA (NMC). Questions can be directed to LT Charles Pugh at (202) 267-6598.

ALASKA – PACIFIC OCEAN - HIGH SEAS DRIFTNET (HSDN) ACTIVITY
In 1991 the United Nations passed resolution 46/215 prohibiting the use of large scale driftnets on the high seas, world wide. The U.S. Congress subsequently passed the High Seas Driftnet Enforcement Act, establishing prohibitions and sanctions against the use of driftnets. HSDN and vessel characteristics: HSDN vessels characteristics are similar to foreign squid vessels and long liners with a working deck forward of the superstructure amidships. The most distinguishing characteristic of a HSDN vessel is the large tube running from the working deck amidships to the net bin aft. HSDN vessels are typically 30 to 40 meters (100 to 150 feet) in length. HSDN vessels typically operate seaward of the U.S. 200 NM Exclusive Economic Zone.
Other characteristics include extra bags of net piled about the decks, net marker buoys on the open side of the working deck. When identifying HSDN vessels please note if there is a flag flying and any name or numbers on the hull. Driftnets in the water will have white and yellow floats and a large round buoy marking both ends. Nets in excess of 2.5 km (1.5 miles) are illegal. Pictures identifying HSDN vessels characteristics can be provided upon request at (510) 437-3700 or Telex 172343. Public information on HSDN vessels and activity will greatly assist the U.S. Coast Guard's efforts to enforce the United Nations moratorium against HSDN fishing.

ALASKA – RESURRECTION BAY – SUBSURFACE OCEANOGRAPHIC INSTRUMENTATION MOORING – FISHING GEAR HAZARD
As of March 20, 1998 a subsurface oceanographic instrument mooring has been permanently deployed in Resurrection Bay in position: 59°51'06.5"N 149°29'54.0"W. This mooring extends to within 50 feet of the surface and will foul fishing gear. The mooring measures ocean temperatures and salinities to support fisheries research and to monitor changes in the ocean environment. It is recommended that vessels engaged in fishing stay 1/4 mile away from the moorings position. For more information contact: Tom Smith or A. J. Paul at the University of Alaska, Seward Marine Station: (907) 224-5261.
(*See Enclosure # 1 in LNM 19/98*)

ALASKA – YAKUTAT – PILOTING ENDORSMENT FOR MONTE BAY
The requirements for a First Class Pilots license for Monte Bay in Yakutat has been updated. For information on the requirements please contact LT Achenbach at (907)463-2455, or Petty Office Gross at (907)463-2458.

SAFETY ALERT –IMMERSION SUIT WARNING
Mariners with immersion suits that have inflatable bladders that are laminated to the back of their suits should be watchful for a potential problem w/bladder delamination. We recommend you examine your immersion suits. If you note this particular type of delamination on your suit. You should contact your nearest immersion suit service center or contact MSOJUNEAU 907-463-2448 for adtl. info.

ALASKA- GLOBAL POSITIONING SYSTEM (GPS)-
The Coast Guard requests comments regarding actual or potential interference to Global Positioning System (GPS)-based maritime navigation systems, caused by Mobile Satellite Service (MSS) telephones and other electronic devices on vessels. To obtain a copy of the Federal Register Notice that requests specific comments on this issue, contact the U.S. Coast Guard Hotline at 1-(800) 368-5647 or view the notice on the internet at www.uscgboating.org."

ALASKA – COOK INLET - CAUTION
Significant changes in sea level have been observed in Cook Inlet. Actual depths may be shallower than charted. Differences of up to 1/4 fathom can be expected. Mariners are urged to exercise caution when navigating in this area.

LOCAL NOTICE TO MARINERS ON THE INTERNET AT **"www.navcen.uscg.mil/lnm/d17"**

I SPECIAL NOTICES (Cont)

SPECIAL YEAR 2000 (Y2K) VESSEL REPORTING REQUIREMENTS
In accordance with Title 33, Code of Federal Regulations, Part 160; effective from July 23, 1999 through March 31, 2000, Vessels owned in the United States and foreign flag vessels (except; Recreational vessels under 46 USC 4301 et seq.; Public vessels; Uninspected commercial fishing vessels; Uninspected barges; Foreign flag vessels engaged in innocent passage; and Uninspected passenger vessels) operating on waters subject to the jurisdiction of the U.S. between August 1, 1999, and March 31, 2000; Vessels owned in the United States and foreign flag vessels engaged in lightering operations under part 156 of Title 33, on the navigable waters of the United States or in the marine environment; and Vessels inspected under Chapter 33 of Title 46 USC, are subject to the reporting requirements:

The required forms and instructions can be found as Enclosure 1 in Local Notice to Mariners 28 of 1999, or contact nearest Captain of the Port (COTP) for further guidance, or visit the Coast Guard web site at **http://www.uscg.mil/**.

YEAR 2000 (Y2K) EVENT STATEMENT FOR LORAN-C AND DGPS
1. Users are advised that the USCG expects that the Coast Guard's two radionavigation services, Loran-C and DGPS, will be functioning properly on key dates associated with the Year 2000 (Y2K) problem All necessary measures are being taken to prepare these systems for the transition. Users are cautioned, however, that due to the unusual nature of Y2K problems, no system is immune to disruptions during the key transition dates. For this reason, all users are strongly urged to have well thought out contingency plans to revert to should one of these systems be disrupted, either due to its own failure, or due to the failure of supporting infrastructure services, or hardware, such as the receivers used in either system.

2. The Y2K computer problem is not restricted to the transition from 31 December 1999 to 01 January 2000. Outlined below are four Y2K transition periods of interest, which are collectively referred to as the y2K problem:

Event	Transition Period
a. GPS End of Week rollover	21 Aug 1999 22 Aug 1999
b. End of File/Program Termination (9999 issue)	08 Sep 1999 09 Sep 1999
c. Year 2000 Rollover	31 Dec 1999 01 Jan 2000
d. Leap Year Rollover	28 Feb 2000 29 Feb 2000

3. Users are advised that disruptions to Loran-C and DGPS services could occur during these transition periods. The U. S. Coast Guard is currently testing these systems and is taking collective measures to ensure that they will operate properly during transition periods.
4. Users are further advised that there are ancillary systems/services that support the Loran-C and DGPS services such as commercial power, voice, and data communication networks, over which the Coast Guard has limited or no control. A failure of one or more of these ancillary systems/services could also affect radionavigation service during transition periods.
5. Users should be aware that receivers and applications, such as electronic charting systems, might also experience difficulties during transition periods. Users are advised to contact manufacturers of their receivers and applications to determine if they will operate properly during transition periods.
6. Questions or comments should be referred to the Coast Guard Navigation Center (NAVCEN) at (703) 313-5900. Additional information can also be found at the NAVCEN Web Site at <http://www.navcen.uscg.mil/>

ALASKA SOUTH CENTRAL - COOK INLET - KNIK ARM - SUNKEN DECK BARGE
In January, 1999, the deck barge RENEW broke free from it's mooring and grounded on a mud flat in the upper reaches of Knik Arm, Cook Inlet. In May, 1999, the barge was severely damaged by ice migrating out of Knik Arm and sunk at the following location: 61 25.19N Latitude, 149 38.13W Longitude. The barge is currently/permanently located at the terminal end of a narrow channel that runs up into the mudflat. At MLT the barge is completely visible, sitting in <1 foot of water. At MHT the barge is almost completely submerged, a single 8" diameter black stanchion is the only part of the barge that is visible at high tide. The barge originally measured 113' X 29'. In its current condition, vessel debris may cover a larger area. Mariners are requested to use extreme caution when transiting this area. If you have any questions or concerns regarding this barge contact U.S. Coast Guard Marine Safety Office Anchorage at (907) 271-6700.

ALASKA – KODIAK ISLAND AND VICINITY – GEOGRAPHICAL CHANGES FROM DECEMBER 6, 1999 EARTHQUAKE
Mariners are urged to use caution while in and around all Kodiak island coastal waters due to recent possible earthquake induced changes in depths and rock formations. Marine Safety Detachment Kodiak, AK, has received reports of landslides and geographical changes in the area of Middle Cape, Cape Iklolik, Tombstone Rocks and Outer Seal Rock on Kodiak Islands SW side. Other areas may also be effected. The seismic activity may have possibly caused depth changes and new rock formations resulting in closing or altering island passes previously navigable to mariners.

ATTU - LORAN-C OPERATIONS - PROPOSED OFF AIR TIME
This is a proposal to authorize Lorsta Attu (rate 9990-X/5980-X) off-air time from 2200z to 2400z on 10 January 2000. The alternate time will be from 2200z to 2400z on 11 January 2000. Objections will be considered until 2200z 04 January 2000. Users shall address inquiries to the Alaskan Chain Operations Control Officer at (907)487-5183. Current Loran-C status is available 24 hrs/day through an Electronic bulletin board system (bbs) at ph# (703)313-5910, baud rate 300 to 28,800. The communications parameters are eight bit word, one stop bit, no parity. Internet address: Http://www.navcen.uscg.mil, ftp://ftp.navcen.uscg.mil.

LOCAL NOTICE TO MARINERS ON THE INTERNET AT **"www.navcen.uscg.mil/lnm/d17"**

I SPECIAL NOTICES (Cont)

ALASKA - GULF OF ALASKA - BERING SEA - SUBSURFACE MOORINGS

This information is to update the positions of the 1998 NOAA/PMEL/FOCI instrument moorings in the Gulf of Alaska and the Bering Sea FOCI Pollock study.
(*This Notice cancels all previously published information found in the Local Notice to Mariners in conjunction with these subsurface instrument moorings*.)

The following is a list of locations and deployment times of subsurface moorings in the Gulf of Alaska and Shelikof Straits:

Subsurface moorings	Location	Depth	Top Float Depth	Moored
Chiniak Bay	57 43.23'N 152 17.42'W	198 meters	185 meters	April 99 to Sept. 99
Pavlof Bay	55 11'N 161 41'W	101 meters	17 meters	May 99 to May 00

Following are the locations and deployment times of surface and subsurface moorings in the Bering Sea:

Surface mooring	Location	Depth	Top Float Depth	Moored
F-99BSM-2	56 48.6'N 163 59.9'W	75 meters	surface	April 99 to Sept. 99

Subsurface moorings	Location	Depth	Top Float Depth	Moored
F-99BSST-2	56 45.90'N 164 20.77'W	74 meters	27 meters	Feb. 99 to Sept. 99
F-99BSST-3	56 03.00'N 166 19.94'W	124 meters	49 meters	Feb. 99 to Sept. 99
F-99BS-4	57 51.12'N 168 52.40'W	73 meters	7 meters	April 99 to April 00
F-99BS-6	53 24.30'N 168 51.20'W	993 meters	140 meters	April 99 to April 00

Five moorings were deployed in April 1999 at the Slime Bank area between Unimak Pass and Bristol Bay. These moorings include one surface and four subsurface instrument moorings.

ALASKA - GULF OF ALASKA - BERING SEA - SUBSURFACE MOORINGS (Cont)

Surface mooring	Location	Depth	Top Float Depth	Moored
F-99IFM-12	55 15.14'N 163? 57.87'W	59 meters surface		April 99 to April 00
Subsurface moorings	**Location**	**Depth**	**Top Float Depth**	**Moored**
F-99IF-10	57 24.46'N 163? 24.39 'W	53 meters	7 meters	April 99 to Sept. 99
F-99IF-11	55 08.98''N163? 53.88 'W	38 meters	7 meters	April 99 to Sept. 99
F-99IFP-12	55 15.00'N 163? 57.81'W	59 meters	41 meters	April 99 to Sept. 99
F-99IF-13	55 24.69'N 164? 06.76 'W	97 meters	7 meters	April 99 to Sept. 99

One mooring south of Nunivak Island:

Subsurface mooring	Location	Depth	Top Float Depth	Moored
F-IF99-2A	58 33.89'N 168 30.50'W	60 meters	7 meters	April 99 to Sept. 99

Two moorings are deployed in the Bristol Bay CRAB study area at:

Subsurface moorings	Location	Depth	Top Float Depth	Moored
KC99-1	56 25.05'N 160 13.04'W	26 meters	20 meters	April 99 to April 00
KC98-2	56 29.98'N 161 00.01'W	68 meters	60 meters	April 99 to April 00

Two moorings are deployed southeast of St. George Island in the St. George Canyon at:

ALASKA - GULF OF ALASKA - BERING SEA - SUBSURFACE MOORINGS (Cont)

Subsurface moorings	Location	Depth	Top Float Depth	Moored
F-SG99-1	56 11.39'N 169 21.66'W	597 meters	92 meters	April 99 to Sept. 99
F-SG99-3S	56 28.07N 169 20.00'W	103 meters	95 meters	April 99 to Sept. 99

The 1998 subsurface mooring F-98SG-1 in the Pribilof canyon was parted in the center at some time during the April 98 to April 99 deployment. The top half of this mooring may have been recovered. The instrument data is of value to the Fisheries Oceanographic Program. The missing section of the mooring included two Aandera Current Meters (serial nos. 5988 & 6006), one Seabird Seacat (serial no. 753) and two yellow 28" ORE floats (serial no. 789 & none). If you have any information on this oceanographic instrumentation, please contact me at the following phone number, or leave the instruments with Alaska Ship Supply in Dutch Harbor.

Subsurface moorings	Location	Depth	Top Float Depth	Moored
F-SG98-1	56 10.95'N 169 19.92'W	605 meters	97 meters	April 98 to April 99

(*For additional information, please contact Mr. William Parker at (206) 526-6180, E-mail: parker@pmel.noaa.gov*.)

LOCAL NOTICE TO MARINERS ON THE INTERNET AT **"www.navcen.uscg.mil/lnm/d17"**

I SPECIAL NOTICES (Cont)

ALASKA –BEAUFORT SEA– OCEANOGRAPHIC MOORING NOTICE
The Institute of Marine Science of the University of Alaska Fairbanks placed several oceanographic moorings in the Beaufort Sea to collect scientific data. The moorings are in the below positions;

Mooring	Location	Depth	Depth to Top of Instruments
B1	70°54.29'N 146°41.15'W	80 meters	40 meters
BF-S	70°56.94'N 146°35.48'W	500 meters	40 meters
B3	71°00.78'N 146°36.58'W	1200 meters	60 meters
B4	71°07.46'N 146°31.27'W	1700 meters	40 meters
BF-K	71°23.38'N 152°04.72'W	120 meters	40 meters

Mariners are cautioned to avoid these areas when towing submerged equipment.
(For additional information contact Marine Superintendent T. D. Smith at (907)224-5261)

ALASKA - GULF OF ALASKA - INSTRUMENT MOORINGS NOTICE
This information is to update the deployment and positions of the 1998 NOAA/PMEL/ Tsunami instrument moorings in the Gulf of Alaska. The following are the locations and deployment times of surface moorings.

Mooring	Deployed	Recovered	Location
DART01-01		October 1998	52°31.7'N 157°15.6'W
DART145-3	October 1998	October 1999	49°59.1'N 144°45.3'W
NOPP	October 1998	October 1999	50°05.2'N 144°52.7'W

ALASKA - GULF OF ALASKA - INSTRUMENT MOORINGS NOTICE (Cont)
The surface buoy is a orange and white disk, approximately 10 feet in diameter. A marine lantern mounted on the buoy flashes a white light every 20 seconds.
(*For additional information contact LT Hadden at (206)526-6556 or email Hadden@pmel.noaa.gov*)

Mooring	Deployed	Recovered	Location	Depth
DART01-01	July 1998	July 1999	52°31.7'N 157°15.6'W	4500 Meters
DART02-01	July 1998	July 1999	50°04.8'N 145°04.0'W	4200 Meters

The surface buoy is a orange and white disk, approximately 10 feet in diameter. A marine lantern mounted on the buoy flashes a white light every 20 seconds.
(*For additional information contact LT Hadden at (206)526-6556 or email Hadden@pmel.noaa.gov*)

ALASKA – GULF OF ALASKA – OCEANOGRAPHIC MOORING NOTICE
The Institute of Marine Science of the University of Alaska Fairbanks and the Institute of Ocean Sciences of the University of British Columbia have jointly placed three oceanographic moorings in the Gulf of Alaska to collect scientific data.

Mooring	Location	Depth	Depth to Top of Instruments
CS1	59°54.986'N 144°00.024'W	60 meters	24 meters
CS2	59°37.975'N 143°59.985'W	164 meters	33 meters
CS3	59°49.951'N 148°50.013'W	188 meters	55 meters

Mariners are cautioned to avoid these areas when towing submerged equipment.
(For additional information contact Marine Superintendent T. D. Smith at (907)224-5261) ftp://ftp.navcen.uscg.mil.

ALASKA - CANADIA – ARCTIC OCEAN - INSTRUMENT MOORINGS NOTICE
Several sub-surface oceanographic research moorings containing data recording instrumentation were deployed during the summer of 1999 in Alaskan and Canadian Arctic waters. The Canadian Coast Guard icebreaker, Sir Wilfred Laurier, is to recover the moorings during the summer of 1999 depending on weather and ice conditions. The moorings are part of a joint, international research project involving the Japan Marine Science and Technology Center, the University of Alaska Fairbanks, the University of Washington and the Institute of Ocean Sciences, Sidney BC Canada. Mariners towing submerged equipment should avoid the areas listed below:

Mooring	Position	Bottom Depth
AGJ-99 (Amundsen Gulf)	71°33.74'N 130°33.47'W	260m
MBJ-99 (Mackenzie Bay)	70°00.16'N 138°27.78'W	260m
CBE-99 (Chukchi)	71°44.92'N 155°04.20'W	272m
B4-98	71°07.46'N 146°31.27'W	

The topmost part of each mooring is at ~40m depth.

(For additional information contact John Smithhisler, SciTek Logistics, at (907) 561-9344l sciteklog@aol.com

LOCAL NOTICE TO MARINERS ON THE INTERNET AT **"www.navcen.uscg.mil/lnm/d17"**

II DISCREPANCIES – DISCREPANCIES CORRECTED

WARNING: Mariners are cautioned that portions of destroyed structures may remain visible or may be submerged.

Abbreviations normally used in the Local Notice to Mariners are as follows:
LNM – Local Notice to Mariners
TLB – Temporary Lighted Buoy
TDBN – Temporary Daybeacon
BNM – Broadcast Notice to Mariners
TRLB – Temporarily Replaced by Lighted Buoy
TRUB – Temporarily Replaced by Unlighted Buoy
TUB – Temporary Unlighted Buoy

III TEMPORARY CHANGES - TEMPORARY CHANGES CORRECTED

WARNING: Mariners are cautioned that portions of destroyed structures may remain visible or may be submerged.

Abbreviations normally used in the Local Notice to Mariners are as follows:
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TUB – Temporary Unlighted Buoy

DISCREPANCIES

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
24095	Freshwater Bay Daybeacon 5	Destroyed	17300	369/99	41/99

III TEMPORARY CHANGES - TEMPORARY CHANGES CORRECTED (Cont)

DISCREPANCIES/PRIVATE AIDS

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
NONE					

DISCREPANCIES CORRECTED

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
NONE					

TEMPORARY CHANGES

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
25695	Tatitlek Narrows Daybeacon "8"	TRUB	16708	044/99	05/99
26250	Anchor Point Light	FL W 5s 12M	16645	437/96	30/97

TEMPORARY CHANGES CORRECTED

LLNR	NAME OF AID	STATUS	CHART	BNM	LNM
NONE					

IV CHART CORRECTIONS

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. The example below explains the individual elements of a typical correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners #	Chart Datum	Source of Correction	Current Local Notice to Mariners
***16682**	13th Ed.	02/10/90	Last LNM 34/95	**NAD 83**	(CCGD17)	05/97
	AK - Kenai Peninsula - Cape Resurrection to Two Arm Bay (Inset)					
	Change:		depth legend to: Reported dredged 55ft 1995		60°07'00.0"N	149°25'43.0"W
	Corrective action		**Object of corrective action**		**Position**	

A chart number preceded by an asterisk **(*)** indicates this is the largest scale chart on which the correction appears. The word **(temp)** below the chart number indicates the chart correction is temporary in nature.

The letter **(M)** immediately following the chart number indicates the correction should be applied to the metric side of the chart only, and is not part of the chart number.

Positions given for chart corrections will be in the datum referenced by the current edition for that chart.

17327	20th Ed. 11/22/97 Last LNM: 48/99	**NAD 83**	(CCDG17)	01/00
	AK - Sitka Harbor and Approaches			

Add name next to lights: Sheldon Jackson Fish Pen at 57°02'53.7"N 135°19'38.3"W

LOCAL NOTICE TO MARINERS ON THE INTERNET AT **"www.navcen.uscg.mil/lnm/d17"**

V ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION

The Coast Guard is planning to permanently disestablish Freshwater Bay Daybeacon 5 (LLNR 24095) on Chichagof Island. Anyone wishing to comment on this action may contact Lieutenant junior grade John Humpage at (907) 463-2270 or fax (907) 463-2273."

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of Prince William Sound. The study focuses on the area's aids to navigation, port/harbor resources, capabilities and future development projects. Any interested company or individual wishing to provide comments or participate in a user survey should contact:

Commanding Officer
USCGC Sweetbrier (WLB 405)
Cordova, AK 99574
Attn: prince William Sound WAMS Officer
(907)424-3434

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of Kodiak Harbor and King Cove. The study focuses on the areas, aids to navigation, port/harbor resources, capabilities and future development projects. Any interested company or individual wishing to provide comments or participate in a user survey, should contact:

Commanding Officer
USCGC FIREBUSH (WLB 393)
PO Box 190653
Kodiak, AK 99619-0653
Attn: WAMS Officer
(907) 487-5830

The U.S. Coast Guard is conducting a study of Aids to Navigation in the following waterways: Upper Cook Inlet, Lower Cook Inlet, Whale Passage, Kenai River and Kasilof River. All waterway users are encouraged to provide their input. A survey may be obtained by sending your name to the address below; please specify which waterway you would like to comment on.

Commanding Officer
USCGC SEDGE (WLB 402)
P.O. Box 101
Homer, AK 99603-0101
ATTN: WAMS Officer

VI PROPOSED CHANGES TO AIDS TO NAVIGATION

NONE

VII GENERAL

ALASKA - KAKE – PORTAGE COVE CONSTRUCTION (56-57N 133-55W)

Construction of 1200 foot long rock breakwater is continuing to the north of the existing small boat harbor. The construction area should be avoided at all times. Mariners be advised of construction equipment in the area on anchor wires, do not approach. The anchor buoys are painted yellow and have reflective markings. Shoaling will occur shoreward (North) of the entrance buoy # 13 directly adjacent to the existing harbor. Do not transit North of the buoy as large rocks is placed daily and may not be visable. Please do not anchor or set pots in the path of the barges and tug between the project site and the loading dock SE of the harbor. Be aware of yellow painted steel anchor buoys in the area Mariners are advised to exercise extreme caution when operating near Kake Harbor from July 1998 through July 2001. For more information contact Kake Tribal Logging and Timber at (907)785-3716, or (907) 785-3380, or Corps. Of Engineers Project Office at (907) 785-3375.

ALASKA – KING COVE – HARBOR CONSTRUCTION

Red Samm Construction, Inc will be starting the construction of a new harbor in King Cove, Alaska on the 15th of June, 1999. The new harbor is located 2000ft to the south of the existing harbor. Red Samm will have the work barge "Susitna" anchored in the vicinity of the new harbor for placement of rock. A rock barge will be moored along side the "Susitna". Rock will be dumped in place using a crane onboard the "Susitna". When the rock barge is emptied, it will be tied to an anchor buoy. Red Samm will be placing a 18,000lb barge mooring out of the way of general harbor traffic. The mooring will be marked with a 4' diameter white buoy with a flashing light. The tug "Gale Wind" will be hauling the rock barges to and from King Cove. Rock placement should be completed by the end of September 1999. Work on the project will cease until Spring 2000.

PACIFIC AREA MARITIME Y2K WEBSITE

US Coast Guard Pacific Area has developed a website regarding Y2K as it effects the maritime community. The four main topics of interest are: 1. Discussion of CG Contingency Planning efforts 2. Active links to navigation and communications equipment manufacturers with data on what equipment is Y2K compliant and what is not. 3. Best Practices/Lessons Learned from companies and the CG on what could happen to computer systems at Y2K. 4. "How to" Contingency Planning information for companies wishing to minimize any impacts to their operations. Mariners are encouraged to visit the website to see how the Y2K problem could affect them. If you do not have access to the internet please mail you request for a paper copy to: Commander (oan), Eleventh Coast Guard District, Building 50-6, Coast Guard Island, Alameda, CA 94501-5100, Attn: QM1 Michael Carlson. The website address is: http://www.uscg.mil/pacarea/pm/y2k/welcome.htm

LOCAL NOTICE TO MARINERS ON THE INTERNET AT **"www.navcen.uscg.mil/lnm/d17"**

VII GENERAL (Cont)

ALASKA – MARINE WEATHER CHART
November 1999 - Marine Weather Services Chart (MSC) 15, covering the waters of Alaska, has been printed. Cost: $1.25. It includes broadcast schedules of radio stations, National Weather Service office telephone numbers and locations of weather observation sites. It is available from our offices in Riverdale and also from your local authorized NOS chart dealer.

VIII LIGHT LIST CORRECTIONS

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
No.	**Name and Location**	**Position**		**Characteristic**	**Height**	**Range**	**Structure**	**Remarks**
24967	SHELDON JACKSON FISH PEN LIGHTS (2)	57 02.9 135 19.6 *	**Fl W** 4s			On fish pen.	Private aids.	01/00
26513	Shag Rock Daybeacon 1	57 54.5 152 47.5 *				SG on pile.		01/00
27832	St. Paul Outfall Range Daybeacons (2)	57 07.2 170 16.0 *				NW on post worded OUTFALL NO ANCHORING.	Private aids.	01/00

IX ADDITIONAL ENCLOSURES

NOTE: (*As of this time, Chartlets shown as an enclosure are not available in the electronic version of the "Local Notice to Mariners", paper copy only.*)
(*Chartlets included in the "Local Notice to Mariners" are for **information only** and are not to be used in any way for directly navigating upon.*)

NONE		

J. T. Potdevin
Chief, Aids to Navigation Branch
Seventeenth Coast Guard District

Operational Excellence Through Leadership, Teamwork,
And Continuous Improvement